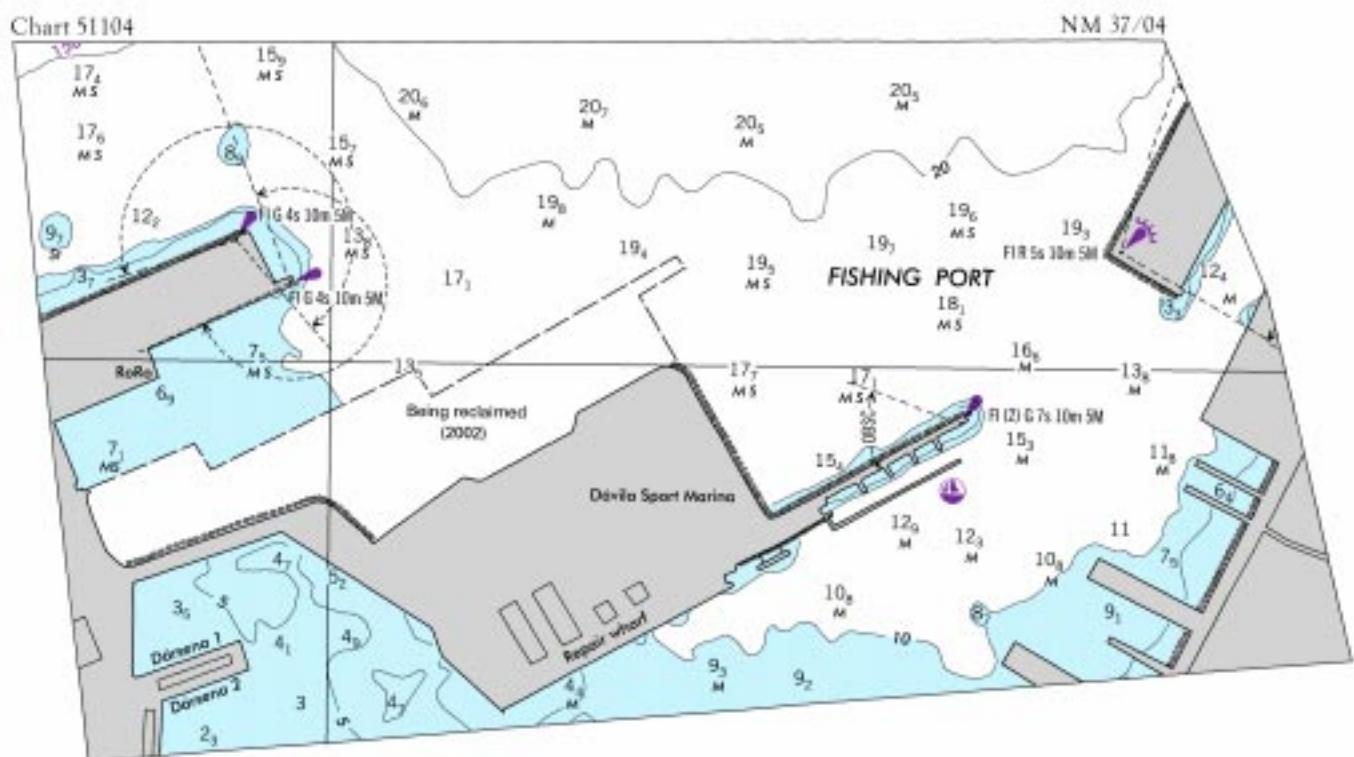
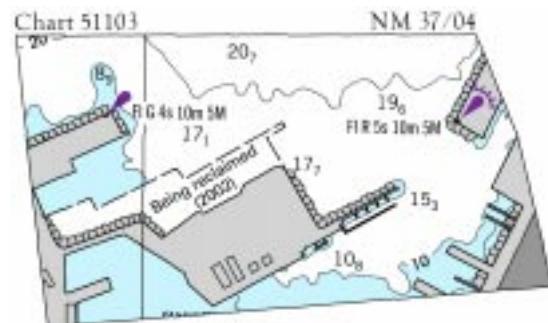


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Chart 11323

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GALVESTON BAY ENTRANCE - CHANNEL DEPTHS							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2004							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)						PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILS) MILES (FEET)
ENTRANCE CHANNEL	38.0	41.0	41.0	37.0	5-04	800-1000	7.5 45
OUTER BAR CHANNEL	35.0	44.0	46.0	52.0	1-04	800	1.5 45
INNER BAR CHANNEL	37.0	41.0	42.0	34.0	1-04	800	2.9 45

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Chart 11324

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GALVESTON BAY AND HOUSTON SHIP CHANNEL DEPTHS							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2004							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)						PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILS) MILES (FEET)
GALVESTON HARBOR:							
ENTRANCE CHANNEL	38.0	41.0	41.0	37.0	5-04	800-1000	7.5 45
OUTER BAR CHANNEL	35.0	44.0	46.0	52.0	1-04	800	1.5 45
INNER BAR CHANNEL	37.0	41.0	42.0	34.0	1-04	800	2.9 45
BOLIVAR ROAD CHANNEL	47.0	48.0	47.0	41.0	1-04	800	0.7 45
HOUSTON SHIP CHANNEL:							
BOLIVAR ROAD TO LOWER END OF MORGAN PT.	36.0	41.0	42.0	34.0	1-04	400-500	23.4 40
BALVESTON CHANNEL	28.0	38.0	30.0	20.0	1-04	1125-1075	3.5 40
TEXAS CITY CHANNEL	36.0	43.0	42.0	40.0	5-04	400	5.9 40
TEXAS CITY TURNING BASIN	41.0	40.0	39.0	38.0	5-04	1200	0.5 40

INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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Chart 11325

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HOUSTON SHIP CHANNEL DEPTHS								PROJECT DIMENSIONS		
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2004										
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT).								PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	RIGHT INSIDE QUARTER	DATE OF SURVEY		WIDTH (FEET)	LENGTH (MILS.)	DEPTH MLW (FEET)	
HOUSTON SHIP CHANNEL: EXXON OIL CO. SLIP										
TO CARPENTERS BAYOU (A)	34.0	36.0	41.0	36.0	11-03		400-525	4.90	40	
THENCE TO GREENS BAYOU (B)	36.0	40.0	37.0	32.0	5-04		400-500	4.70	40	
GREENS BAYOU CHANNEL (TO FIRST BEND)	38.0	39.0	31.0	34.0	5-04		500-175	0.34	36	
THENCE TO HUNTING BAYOU (UPPER BEND)	37.0	41.0	42.0	39.0	5-04		380	1.91	40	
TURNING POINT AT HUNTING BAYOU	38.0	42.0	41.0	40.0	5-04		680	0.17	40	
THENCE TO SOUTHERN PACIFIC SLIP	37.0	40.0	40.0	36.0	5-04		380	3.04	40	
TURNING POINT AT SIMS BAYOU	40.0	40.0	41.0	40.0	5-04		780	0.26	40	
THENCE TO HOUSTON TURNING BASIN WHARF 15	32.0	34.0	35.0	33.0	5-04		380	2.69	36	
TURNING POINT AT BRADY ISLAND	30.0	37.0	40.0	36.0	1-04		422	0.17	36	
HOUSTON TURNING BASIN	31.0	32.0	34.0	31.0	11-03		280-1800	0.70	36	
UPPER TURNING BASIN	18.0	17.0	18.0	11.0	5-04		150	0.23	36	
A. CHANNEL WIDENS 125 FEET IN LEFT OUTSIDE QUARTER IN VICINITY OF EXXON OIL CO.										
B. CHANNEL NARROWS IN VICINITY OF THE SHELL OIL CO. SLIP.										
INFORMATION IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS. DEPTHS ARE REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE CONVERSION TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.										
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION										

Chart 11342

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SABINE PASS - SABINE - NECHES CANAL CHANNEL DEPTHS								PROJECT DIMENSIONS		
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2004										
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)								PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	RIGHT INSIDE QUARTER	DATE OF SURVEY		WIDTH (FEET)	LENGTH (MILS.)	DEPTH MLLW (FEET)	
SABINE PASS:										
CUTTER BAR CHANNEL	42	40	42	40	1-04		800	5.0	40	
JETTY CHANNEL	38	40	42	31	4-04		800-500	3.5	40	
PASS CHANNEL	21	27	40	25	1-04		900-1150	4.9	40	
ANCHORAGE BASIN	33	21	11	1	1-04		1500	0.5	40	
PORT ARTHUR SHIP CANAL	35	41	39	34	5-04		500	4.8	40	
JUNCTION PORT ARTHUR- SABINE NECHES CANALS	35	41	37	36	5-04		400-1200	1.1	40	
ENTRANCE TO PORT ARTHUR										
TURNING BASIN	38	36	38	37	4-04		280-735	0.2	40	
EAST TURNING BASIN	39	39	38	38	4-04		220-540	0.3	40	
WEST TURNING BASIN	38	36	39	38	4-04		250-735	0.3	40	
CHANNEL CONNECTING WEST BASIN AND										
TAYLOR BAYOU TURNING BASIN	38	42	41	37	4-04		230-350	0.5	40	
TAYLOR BAYOU TURNING BASIN	39	36	39	33	4-04		60-1200	0.6	40	
SABINE-NECHES CANAL:										
PORT ARTHUR TO NECHES RIVER	23	36	33	28	1-04		400	9.6	40	
NECHES RIVER TO SABINE RIVER	26	26	26	24	1-04		200	3.9	36	
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION										

Chart 35001

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CAUTION: CHARTS REFERRED TO A WGS84 COMPATIBLE DATUM.
 Caution must be exercised in the transfer of positions from this chart to those adjoining/larger
 scale/smaller scale charts which are referred to a WGS84 compatible datum. For further
 details, including an example of the calculation of the WGS84 position, see Annual Notice to
 Mariners No.19.

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Chart 35003

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CAUTION: CHARTS REFERRED TO A WGS84 COMPATIBLE DATUM.
Caution must be exercised in the transfer of positions from this chart to those adjoining/larger scale/smaller scale charts which are referred to a WGS84 compatible datum. For further details, including an example of the calculation of the WGS84 position, see Annual Notice to Mariners No.19.

Chart 35004

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CHARTS 1407 AND 1409: POSITIONS
To agree with the adjoining charts 1407 and 1409 which are referred to ETRS89 Datum, positions read from chart 273 must be adjusted by 0.04 minutes SOUTHWARD and 0.10 minutes WESTWARD.

Chart 35004

NM N37/04

CAUTION: CHARTS REFERRED TO A WGS84 COMPATIBLE DATUM.
Caution must be exercised in the transfer of positions from this chart to those adjoining/larger scale/smaller scale charts which are referred to a WGS84 compatible datum. For further details, including an example of the calculation of the WGS84 position, see Annual Notice to Mariners No.19.

Chart 35005

NM N37/04

CAUTION: CHARTS REFERRED TO A WGS84 COMPATIBLE DATUM

Caution must be exercised in the transfer of positions from this chart to those larger scale/ smaller scale/ adjoining charts which are referred to a WGS84 compatible datum. For further details, including an example of the calculation of the WGS84 position, see Annual Notice to Mariners No. 19.

Chart 35005

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CHART 213 AND 1409: POSITIONS

To agree with the larger scale chart 213 and the adjoining chart 1409 which are referred to ETRS89 Datum, positions read from chart 278 must be adjusted by 0.04 minutes SOUTHWARD and 0.10 minutes WESTWARD.

Chart 35005

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CHART 115: POSITIONS

To agree with the adjoining chart 115 which is referred to OSGB36 Datum, positions read from chart 278 must be adjusted by 0.03 minutes SOUTHWARD and 0.01 minutes EASTWARD.

Chart 91280

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Note

The Traffic Separation Schemes on this chart are not adopted by the IMO.